

Traffic Systems Design Directive

169 Brick Store Landing Road, Smyrna, DE

Number (Year - #) 2017-2

Requestor Name:	Matt Buckley, WRA (on behalf of Jack Hardy)	Requires modification
Date Submitted:	03/15/2017	to Traffic Design
Applicable Chapter / Section / Page / Figure in current manual:	See attached	Yes No
Description of Current Practice:	See attached	
Recommended Change:	See attached	
-		
Date Received:	Received By:	
Based upon the conditions presented,	Received By: It is recommended that this be approved as a ion to the Traffic Design Manual (if applicable	n updated Traffic Systems
Based upon the conditions presented,	It is recommended that this be approved as a	n updated Traffic Systems).
Based upon the conditions presented, Design Practice and Included as a revis Recommended By:	It is recommended that this be approved as a lon to the Traffic Design Manual (if applicable	n updated Traffic Systems
Based upon the conditions presented, Design Practice and Included as a revise Recommended By: Recommended By: Design / Construct Approved By:	It is recommended that this be approved as all ion to the Traffic Design Manual (if applicable Requesto)	n updated Traffic Systems). Date: 31517

CHAPTER IV

Page 123, Section E, Item 5c

Provision:

Signal Pre-Emption / Priority

[...] Signal preemption detectors should be designed and installed on all approaches of DelDOT owned and maintained signals.

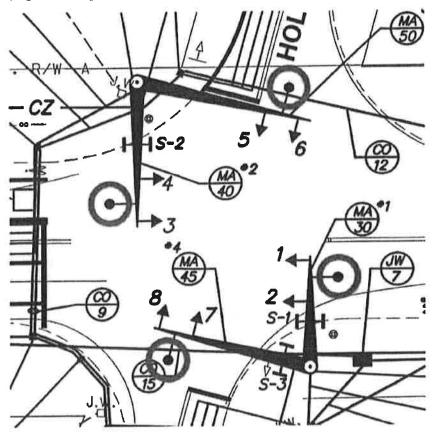
Suggested Revision:

Signal Pre-Emption / Priority

[...] Signal preemption detectors should be designed and installed on all approaches of DelDOT owned and maintained signals. The optical detectors should face "outside the box" – i.e., typically nearside closest to the stop line and facing approaching traffic (see enclosed figure).

Support:

When installed nearside and facing outward/upstream, optical reflection interference from adjacent overhead signs, signal housings, backplates, etc. can generally be minimized.



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